

Idaho Currents



Photo Courtesy of Idaho Travel Council

Water supply crucial for irrigation, recreation

You can hear it before you see it – the awesome majesty of Shoshone Falls. At 52 feet higher than Niagara Falls, the mighty Snake River plunges 212 feet, bathing the area in a cool rain-bow mist.

When in full force in the spring and summer the falls, which spans 1,000 feet across the river, tumbles over the white granite rock at more than 55,000 cubic feet per second, creating a thunder that roars throughout the Snake River Canyon. This year, unfortunately, only a trickle of water will be seen at the falls.

Shoshone Falls and its adjoining park, just a five-minute drive from the city of Twin Falls, are just one of many water sites to enjoy along the Snake River, unless the water supply during the winter has been less than normal for more than a year.

After three years of less-than-normal precipitation, Idaho is still struggling to have enough water for irrigation and recreation in some areas of the state.

Spring precipitation

Significant gains were made in most Idaho basins; however, April precipitation varied, ranging from 50 percent of average in the Bear River to 170 percent in southern and central Idaho.

According to the May 1 water supply outlook, released by the USDA Natural Resources Conservation Service, this additional moisture in April allowed snow to continue accumulating in the higher elevations, thus improving the water supply outlook in the central and west-central basins.

This spring precipitation will benefit rangeland conditions tremendously in southwest and south central Idaho, but only results in a small increase in the total surface water supply available.

Stream flow forecasts range from slightly above average in the Clearwater Basin to only 10 percent of average in the Bear River. Other low elevation drainages across the state and the high desert streams south of the Snake River are forecast at only 40 percent of average or less.

Irrigation season

The interesting snowmelt scenario for this year is how the lack of low elevation snow and a soil moisture deficit in parts of the state will affect the efficiency of the snow pack to

produce stream flow, or if the recent rains have satisfied the soil's needs.

In addition, the April precipitation was above average in the more populated valleys, but not as much moisture was received at the higher elevations that produce the majority of Idaho's spring and summer stream flow.

Irrigated agricultural shortages are expected in the Big Wood, Big Lost, Little Lost, Blackfoot, Owyhee, Salmon Falls, Oakley and Bear river basins. Irrigation shortages will occur in parts of the upper Snake basin.

The spring precipitation will add to runoff, improve snow pack efficiency in producing stream flow, and reduce irrigation demand, which will extend the limited amount of surface water available for the coming irrigation season.

Drought declarations

As of May 13, Gov. Dirk Kempthorne had approved drought emergencies in nine counties in Idaho. Those counties are Power, Lincoln, Fremont, Custer, Clark, Butte, and Bingham, all April 29; Bannock, May 6; and Caribou, May 9. A total of 17 drought emergencies were issued in 2002 and 28 emergencies were issued in 2001.

Drought declarations allow water users to work with the Department of Water Resources to temporarily reallocate water rights and secure temporary water rights to make it through the summer. The declarations are effective through Dec. 31, 2003.

Current water supply information is available on the IDWR web site at www.idwr.state.id.us.

Idaho Currents

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Dirk Kempthorne, Governor
Karl J. Dreher, Director
Linda Cawley, Editor
lcawley@idwr.state.id.us
Diane M. Holt, Graphic Designer

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State, federal officials meet with Idaho Indians to discuss wind power potential on tribal land



Energy Division Administrator Robert Hoppie, right, welcomes U.S. Senator Mike Crapo to a meeting with three of Idaho's five Indian tribes to discuss wind power potential on tribal lands. Crapo was a guest speaker during the afternoon session. (Photo by Diane Holt)

Wind measurement data taken from two Idaho Indian reservations show "world class" potential for wind power development.

Half a dozen anemometers that measure wind speeds were put in place on the reservations in 2001, and data has been collected for about 16 months.

Both the Fort Hall and Duck Valley Indian reservations have sites with wind speed average measurements in the 18-mile-per-hour range, making them Class 6 wind resources, the second highest rating.

Other sites on the reservations measured in the 16 mph range, ranking them as Class 5 category winds, still considered excellent for large-scale wind power development.

Tribal Energy Program

Representatives from three of Idaho's five tribes met with state and federal officials in April to discuss the possibility of developing wind power projects on their reservations. As part of the Tribal Energy Program, members

of the Shoshone-Bannock, Shoshone-Paiute and Nez Perce tribes are studying wind power to spark development on tribal lands.

Under the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy, the Tribal Energy Program provides both funding and technical assistance for energy projects that promote tribal self-sufficiency, employment and development.

During the meeting, Idaho Sen. Mike Crapo told the group that he supports using renewable energy on tribal lands. Crapo noted that there is approximately \$44 million for energy-related projects in the newly signed Farm Bill. The Energy Bill, however, still has not passed Congress, so he didn't know what the final version would be.

INEEL project

Gary Seifert, who leads the wind power project for the Idaho National Engineering and Environmental Laboratory, explained that data from anemometers at several sites on the Fort Hall Reservation show winds of Class 5 (16.8 to 17.9 mph) and above.

Seifert called the preliminary results indicative of "world class" wind power potential. He said that this is better than the wind at 90 percent of the California wind farms.

An anemometer on the Shoshone-Paiute reservation, which straddles the Idaho/Nevada state line, has also recorded wind speeds greater than Class 5.

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State, local government officials encourage use of B20 Biodiesel fuel

First in Twin Falls, then in Boise – B20 Biodiesel is now available to the public to use in diesel-fueled vehicles.

Boise's B20 pump opened for business following a special ceremony at the Clicks Kicks 66 station in mid-April. It's only the second B20 pump in the entire state. The first was opened last year in Twin Falls as part of the Energy Division's on-going B20 development program in Idaho, according to Dick Larsen, who manages the program for the Idaho Energy Division.

During the ceremony, BFI Waste Services of Idaho announced that it would use B20 Biodiesel in 15 of the company's recycling trucks that operate in Boise residential neighborhoods. Company officials say it's part of their commitment to air quality efforts in the valley. BFI estimates the trucks will burn about 1,500 gallons of B20 per week.

"BFI is part of the local community so we have a stake in helping keep our environment as clean as possible," says Dave Fisher, BFI General Manager. "It appears that B20 Biodiesel may be able to help BFI make a contribution to our environmental efforts, so we are excited to be part of that effort."

"We're delighted BFI is participating in the B20 program," noted Catherine Chertudi, city of Boise solid waste manager. "Their commitment to recycling, to improving our air quality and to our community sets an excellent example."



Two Treasure Valley vehicles wait at Clicks Kicks 66 on the corner of Emerald and Five Mile Road to have their gas tanks filled with B20 biodiesel fuel. The fuel will be used in 15 of BFI's recycling trucks used in Boise. (Photo by Diane Holt)

Sanitary Services Company, which handles trash and recycling in Meridian, has been running two recycling trucks and four residential garbage trucks on B20 for a year as an original partner in the B20 Treasure Valley program.

Two emergency response units from the Idaho Transportation Department that operate on Interstate 84 also run on the clean-burning B20 Biodiesel.

B20 partners

The city of Nampa became the first city in Idaho to switch its diesel vehicle fleet to B20. Beginning in April, the city started operating 24 vehicles on B20 Biodiesel as a partner in the B20 Treasure Valley program.

Federal General Services Administration diesel vehicles that operate

in the Treasure Valley are also fueling with B20 at the pump whenever possible, according to Julie Shain, Idaho GSA fleet manager.

Other federal agencies, such as the Bureau of Land Management and the U.S. Forest Service, are expected to use the fuel now that it's commercially available, Shain added. The federal government operates well over 100 diesel vehicles just in the Treasure Valley.

The Community Planning Association of Southwest (COMPAS) Idaho will launch a special air quality research project this fall in which about 200 Meridian School District buses will operate on B20 Biodiesel, says program manager June Ramsdell. The school district, also one of the original

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B20 Treasure Valley partners, has run six buses on B20 for almost a year.

“Children who ride diesel-powered school buses nine months of the year are particularly susceptible to the harmful effects of diesel exhaust,” says Ramsdell. School district busing operations around the country have switched to B20 in their fleets in an effort to reduce the dangers posed to children.

What is B20?

B20 Biodiesel is an environmentally friendly fuel produced by blending 20 percent biofuel and 80 percent petroleum diesel. The biofuel used in the B20 Treasure Valley program is produced from virgin soybean oil. United Oil, the local fuel supplier for the program, brings it to the company's bulk plant in Nampa as B100 biofuel, mixes it with petroleum diesel and delivers it to users as B20.

B20 performs just like ordinary petroleum diesel with no modifications needed to diesel engines. Typically, B20 Biodiesel costs about 10-15 cents per gallon more than regular petroleum diesel. However, B20 Biodiesel cuts harmful diesel exhaust emissions by approximately 20 percent, making it valuable in air quality improvement efforts.

B20 Treasure Valley program partners have burned almost 60,000 gallons of B20 since the project began a year ago, says Larsen. Air quality experts estimate that has resulted in upwards of 400 pounds of particulates being eliminated from the valley's air.

The B20 Magic Valley program, another element of the Idaho biodiesel program, has consumed almost 10,000 gallons of B20 biodiesel,

Larsen adds. The Energy Division has been paying the extra cost of the biodiesel fuel using grant money from the U.S. Department of Energy.

B20 demonstrations

In more than 30 million miles of in-field demonstrations, B20 showed similar fuel consumption, horsepower, torque, and haulage rates as conventional diesel fuel. B20 has superior lubricity and it has the highest BTU content of any alternative fuel (falling in the range between #1 and #2 diesel fuel). Biodiesel has significantly improved lubricity, which can decrease maintenance costs and reduce engine wear. It also has a higher cetane number than U.S. diesel fuel.

Biodiesel is a form of solvent and can affect some engine seals, gaskets, and adhesives, particularly those made before 1993 and those made from natural or nitrile rubber. Most diesel engines made after 1994 have been constructed with gaskets and seals that are generally biodiesel resistant.

Earlier engine models or rebuilds may use older gasket and seal materials and present a risk of swelling, leaking, or failure. Fuel pumps may contain rubber valves that may fail. B20 also cleans dirty fuel tank deposits, which may require an initial fuel filter change.

For more information about B20 Biodiesel, contact Larsen at 208-327-7933 or go to the B20 Treasure Valley Internet web site at www.idahobiofuel.org.

Two emergency response units from the Idaho Transportation Department that operate on Interstate 84 are fueled with clean-burning B20 biodiesel. Bob Manning, incident response supervisor, fuels up the truck during the opening of the B20 biodiesel pump in Boise. (Photo by Diane Holt)



Energy-conscious consumers a

Your neighbor just bought one of those hybrid cars, and now you are thinking about buying one, also. A hybrid car – what's a hybrid car?

“Hybrid electric vehicles (HEVs) combine the internal combustion engine of a conventional vehicle with the battery and electric motor of an electric vehicle, resulting in twice the fuel economy of conventional vehicles,” according to the U.S. Department of Energy.

Why an HEV? Hybrid power systems were conceived as a way to compensate for the shortfall in battery technology. Because batteries could supply only enough energy for short trips, an onboard generator, powered by an internal combustion engine, could be installed and used for longer trips.

At first, the industry thought that by biasing the system toward battery-electric power and operating on wall-plug electricity as much as possible, efficiency and emissions would then be about as optimal as we could hope or until better batteries came along. The natural conclusion of this concept was that, with better batteries, the public would not need hybrids at all.

After 20 years of study, hybrids are taking center stage and electric vehicles are only used in the niche market applications where fewer miles are traveled. More efficient cars can make a big difference to society in terms of environmental benefits, and the serious deterioration of urban air has motivated regulators to require cleaner cars.

According to DOE, the first hybrids on the market will cut emissions of global-warming pollutants by a third to a half, and later models may cut emissions by even more.

Tax deduction

The federal clean fuel vehicle property tax deduction can be claimed for the three currently HEVs and applies to business and personal vehicles:

- Honda Civic Hybrid
- Honda Insight
- Toyota Prius

Owners of these three cars can claim a one-time deduction of \$2,000 on their federal tax return in the year the vehicle is first used. You must purchase the vehicle new and for your own use (not for resale) and drive it mostly in the United States. The tax deduction cannot be claimed by government agencies, tax-exempt organizations, or foreign entities.

Within the next few years, several other HEVs may qualify under this fed-

eral tax deduction. DOE says this federal tax deduction is also available for vehicles that run on alternative fuels.

Although some states provide a tax deduction on their state forms, Idaho is not one of them. To find out which other states provide deductions, check the Financial Incentives section of the Vehicle Buyer's Guide for Consumers, or contact the National Alternative Fuels Hotline at 1-800-423-1363 or hotline@afdc.nrel.gov.

HEV advantages

The HEVs available for sale are very cost competitive with similar conventional vehicles. Any cost premium that may be associated with HEVs of the future can be offset by overall fuel savings and incentives. HEVs have sev-



“It’s just a matter of choice,” say the owners of the Toyota Prius, left, and Honda Civic Hybrid, right. Both cars cut emissions even more, according to the U.S. Department of Energy. Both cars

attracted to 2003 hybrid cars

eral advantages over conventional vehicles:

- Regenerative braking capability helps minimize energy loss and recover the energy used to slow down or stop a vehicle.
- Engines can be sized to accommodate average load, not peak load, which reduces the engine's weight.
- Fuel efficiency is greatly increased (hybrids consume significantly less fuel than non-hybrid vehicles).
- Emissions are greatly decreased.
- HEVs can reduce dependency on fossil fuels because they use less gas.
- Special lightweight materials are used to reduce the overall vehicle weight of HEVs.

Auto manufacturers are making HEVs with comparable performance, safety, and cost because they know that these three elements are most important to consumers. By combining gasoline with electric power, hybrids will have the same or greater range than traditional combustion engines.

The HEV is able to operate about two times more efficiently than conventional vehicles, according to DOE. Honda's two-seater Insight can go 700 miles on a single tank of gas. The Honda Civic hybrid can go 650 miles on a tank of gas, and the Toyota Prius can go about 500 miles.

For the driver, hybrids offer similar or better performance than conventional vehicles. More importantly, because such performance is available now, hybrids

are a practical way for consumers to choose a cleaner drive today.

Several resources are available to help potential buyers compare the two HEVs. The 2003 Fuel Economy Guide is free by calling the Idaho Energy Hotline, 1-800-334-SAVE or by email at lcawley@idwr.state.id.us. DOE's Clean Cities Vehicle Buyers Guide Side-by-Side Comparison website is www.ccities.doe.gov.

Editor's note: The Energy Division does not endorse any of the vehicles mentioned above. It does, however, endorse the use of hybrid vehicles.



a Civic. Both hybrid vehicles cut emissions of global-warming pollutants by a third to a half, and future models may
rs, along with the Honda Insight, qualify for a one-time federal tax deduction. (Photo by Diane Holt)

NEEM introduces new marketing slogan

Move over “Comfort You Can Count On” and make room for “A House Full of Savings.”

The Northwest Energy Efficient Manufactured Home (NEEM™) marketing program slogan was presented to the manufactured home buying public and building industry at the regional home show in Salem, Ore., earlier this year.

“The new slogan also debuts on new retailer marketing posters distributed to retailers,” says Bob Minter, senior energy specialist with the Energy Division. “We think the new slogan and associated materials work well with the continuing ‘Comfort You Can Count On’ marketing slogan and related materials.”

Retailers are pleased with the posters because they help promote the more energy-efficient option to interested homebuyers.

“These are the most energy-efficient manufactured homes offered by the industry in the nation,” says Minter, “and NEEM intends to continue to build and promote the benefits to homebuyers.

“People are interested in cutting home operation costs just as they are when buying a vehicle. Buyers are also interested in reducing demands on energy resources and helping to minimize associated environmental impacts of energy production.”

NEEM program

The NEEM marketing program for certified energy-efficient manufactured homes is entering its 15th year. The program is a cooperative effort between the manufactured home

industry and the region’s state energy offices.

The new marketing package is intended to help strengthen industry sales and inform homebuyers about the many benefits offered.

Production of NEEM certified homes and penetration levels regionally were up during 2002 from 2001. Twenty-one manufacturers in the Northwest currently participate in the residential energy conservation program. Idaho’s five manufacturers have constructed 1,293 certified energy-efficient homes during 2002, including homes meeting Energy Star criteria.

Homes constructed to meet the NEEM standards typically use about 30

percent less energy to heat and cool compared to those built to the minimum standards required by the U.S. Housing and Urban Development (HUD).

Many of the region’s utilities offered an incentive payment to buyers and/or sellers for the energy-efficient NEEM option during 2002. Participating utility numbers have increased to 63, with 14 operating within Idaho. Incentive payments to buyers in the region range between \$200 and \$1,830.

NEEM awards

Awards were issued to top NEEM-producing manufacturers at the regional home show in Salem. Redman

See NEEM, page 9



Jim Justice, right, sales manager of Champion Homes of Oregon, accepts two awards from Bob Minter, senior energy specialist with the Energy Division, during the annual manufactured home show. (IDWR photo)

Super Good Cents®/Natural Choice™ partnering retailers in Idaho

Blackfoot

20th Century Ford, Inc. - 208-785-1900

Boise

Home Showcase, LLC. - 208-336-4663

Treasure Valley Homes - 208-375-8866

Caldwell

Jensen's Homes - 208-452-5224

Chubbuck

20th Century Ford, Inc. - 208-785-1900

Clarkston, WA

Sunrise Home Center - 509-758-4000

Elko, NV

Jerome Homes - 702-738-7400

Fruitland

Jensen's Homes - 208-452-5224

Kit Courtyard - 208-452-5771

Valley Home Center - 208-452-6300

Hayden

Appleway Homes - 208-772-8538

Heyburn

Home Sweet Homes - 208-679-4548

Idaho Falls

C & R Homes - 208-552-9883

Ranch Homes - 208-522-7528



Jerome

Jerome Homes - 208-324-2268

Juliaetta

R & R Homes - 208-276-3764

Lewiston

Lamplighter - 208-798-7300

USA Home Center, Inc. - 208-746-4663

Nampa

Honstead Homes - 208-463-1765

Jensen's Homes - 208-467-2165

Nashua Village - 208-468-9100

Orofino

Clearwater Homes - 208-476-5566

Post Falls

Mobile Corral - 208-773-0508

Peter's Homes - 208-773-7112

Rigby

Guerdon Village - 208-745-8555

Sagle

Independence Home Center - 208-255-1389

St. Anthony

Hathaway's Inc. - 208-642-3141

Twin Falls

Oakwood Homes - 208-733-7755



NEEM, from page 8

Homes of Idaho received awards for producing the highest number of NEEM homes during as well as for the highest percentage of NEEM certified homes produced in their total annual production.

Several Idaho retailers received awards at the Idaho Manufactured Home Conference in Boise for their outstanding sales and marketing efforts as part of the NEEM program during 2002.

Tribal, from page 3

Bob Gough, of the Inter-tribal Council on Utility Policy, discussed how the Rosebud Sioux of South Dakota had just become the first American Indian tribe to install a commercial-scale wind turbine on tribal lands.

The 750 kW Micon turbine, installed in February 2003, is expected to generate more than 2 million-kilowatt-hours per year. Most of the power will be used by the Rosebud casino and motel complex on the reservation. When the turbine generates excess power, the tribe plans to sell it to Basin Electric and Ellsworth Air Force Base.

Gough said the tribe worked for eight years on the project. Much groundbreaking work was done all along the way, and the tribe never lost sight of its historical and cultural values and traditions as the project developed.

He stressed that the turbine was sited on land that was "clean," from a sacred or tribal cultural or historical perspective. He noted that some sites with better wind potential would not be selected for future turbine placements because of their importance to the tribe.

National Car Care Council lists gas-saving tips

How important are vehicle gas caps? According to the Car Care Council, 17 percent of the vehicles on U.S. highways have either misused or are missing gas caps, causing 147,000,000 gallons of gas per year to vaporize into the atmosphere. (Source: Service Tech Magazine, Sept. 2000)

Vehicle conditions that cost consumers millions of dollars in wasted fuel:

- Loose or missing gas caps
- Under inflated tires
- Faulty thermostats
- Worn spark plugs
- Malfunctioning engine controls
- Poor wheel alignment

How do under inflated tires affect fuel efficiency?

Under inflated tires and incorrect wheel alignment can lead to conditions that increase rolling resistance. This is like driving with the parking brake not fully released – it can cost a mile or two per gallon on a car that normally delivers 20 miles per gallon. Correct tire inflation pressure is critical for good fuel economy, safety, maximum tire life and proper vehicle handling performance.

Keep your car in tune:

Keeping up with regular vehicle maintenance can improve gas mileage by an average of 4.1 percent. Results may vary depending on the kind of repair and how well it is performed.

How do dirty air filters affect fuel efficiency?

An air filter clogged with dirt, dust and bugs chokes off the air and creates what is called a “rich” mixture – too much gas being burned for the amount of air, which both wastes gas and causes the engine to lose power. Replacing a clogged air filter can improve gas mileage by as much as 10 percent.

Why should spark plugs be replaced regularly?

A vehicle can have either four, six or eight spark plugs, which fire as many as 3 million times every 1,000 miles, resulting in a lot of heat, electrical and chemical erosion. A dirty spark plug causes misfiring and that wastes fuel. They need to be replaced regularly.

Other gas guzzlers include:

- Dirty oil = 1 mile per gallon
- Slipping automatic transmission = 1 mile per gallon
- Cooling system thermostat that causes the engine to run too cold = 2 miles per gallon

Combine all of these discrepancies into one vehicle, and the cost of wasted fuel could easily exceed recent increases in pump prices.

Driving Habits to Improve Fuel Efficiency:

- Avoid quick or “jackrabbit” starts and stops. Aggressive driving wastes gas. It can lower your gas mileage by 33 percent on the highway and 5 percent in the city.
- Observe the speed limit. Gas mileage decreases rapidly above 60 miles per hour.
- Avoid excessive idling. Idling gets 0 miles per gallon.
- Use cruise control because it helps you maintain a constant speed limit.
- Use overdrive gears because the engine speed goes down, saving gas and reducing engine wear.
- Avoid carrying unneeded heavy items in your trunk. An extra 100 pounds in the trunk reduces a typical car’s fuel economy by 1-2 percent.
- Use air vents to circulate air instead of air conditioning.

Preventative Maintenance Tips:

Simple preventative maintenance steps that you can do to conserve energy, protect your investment, improve highway safety and benefit the environment include:

- Regularly changing your oil
- Inflating your tires properly
- Taking your vehicle for annual brake inspections
- Changing the windshield wipers

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UI student engineers sweep awards at Clean Snowmobile Challenge

There's no doubt: the University of Idaho's black and green championship Clean Snowmobile is one of the cleanest, fastest and quietest racing sleds in the nation.

UI's version – a BMW-powered 4-stroke Arctic Cat – swept the 2003 Society of Automotive Engineers Clean Snowmobile Challenge in March, taking first place overall and awards for best fuel economy, quietest snowmobile, best performance, lowest emissions and best value. It also was the defending champion from last year's Challenge.

The UI team of engineering students competed with a dozen other teams from across the United States and Canada at Michigan Technological University March 19-22. The goal was to design a machine that reduces emissions and noise while maintaining or improving snowmobile performance.

Idaho's faculty adviser, Dr. Karen Den Braven, Mechanical Engineering Department, said the championship team has never stopped trying. "The members are hardworking, dedicated and they're really learning how to do engineering," she said. "After each competition, they ask what needs to be improved, and they work on it."

Examples include increasing gas mileage by 131 percent, cutting carbon monoxide emissions by 93 percent, and cutting unburned hydrocarbons by 98 percent, as compared to the control snowmobile.

Despite 30-degree rainy spring weather, the snowmobile teams were able to complete all the challenge events. Events included an endurance trek, emissions, noise, acceleration, braking, handling, fuel economy testing, and a handling event on the track. Teams also submitted a written paper and made an oral presentation.

While eight of UI's team members went to the Challenge, as many as 15 worked throughout the year to build a new hood to cut down the noise and a more powerful engine, improved the cooling capacity and redesigned the electrical system. The nearly \$60,000 project and team travel was funded through grants from UI's National Institute for Advanced Transportation Technology and the Federal Highway Administration.

UI's team members are Forrest French, Potlatch; Stephen Lyda, Hillsboro, Ore.; Christopher Dux, Middleton; Jon Pentzer, Winchester; Nathan Bradbury, Rathdrum; Todd Freeman, Cascade; Nate Wasankari, Moscow; Jonathan Millet, Marsing; Scott Wemhoff, Nezperce; Dana Wenstrom, Jason Stevens and Brad Devorak, Lewiston; Jason Harwood, Walla Walla, Wash.; and Andrew Findlay, McCall.

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National, from page 10

Whether you do it yourself or visit a professional technician, the Car Care Council recommends regular inspections of the following systems:

- Brakes
- Electrical and ignition
- Emission control
- Fuel
- Heating and cooling
- Steering and suspension

The service technician can evaluate:

- Engine performance
- Tires
- Gauges
- Windshield wipers
- Horn
- Lights
- Mirrors
- Seat belts
- Vehicle's body

Before you start out on any road trips, make sure your car is ready. Remember that the way you operate your vehicle is just as important as the way you maintain it. Changing your driving habits costs you nothing and can save fuel and money.

New web site features Building energy codes

The Division of Building Safety has developed a new Building Codes Information web site. A new edition to the site focuses on the 2000 International residential and commercial building energy codes.

The site includes information concerning requirements, compliance paths, training opportunities, contacts and, coming soon, most frequently asked questions. The address is www2.state.id.us/energy or call Ingo Stroup, DBS senior energy specialist, at 208-332-7153.

FINAL NOTICE

THIS IS THE LAST PRINTED ISSUE OF IDAHO CURRENTS

For the past 20 years, the Energy Division has enjoyed publishing *Idaho Currents* to keep you up to date with the latest information about energy conservation, renewable resources, alternative energy resources, and Idaho's water supply and water policy.

Idaho Currents is changing its format and will no longer be available in printed form. Beginning in July you can read *Idaho Currents* electronically either by finding it on the Energy Division's web site, www.idwr.state.id.us/energy, or by subscribing with your email address. By subscribing electronically, you will be notified as soon as the new issue is available.

To receive your electronic issues of *Idaho Currents*, contact the editor at lcawley@idwr.state.id.us.

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